

Montana and the sky

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Department of Transportation - Aeronautics Division

Vol. 45 No. 3

March 1994

Billings Conference Resounding Success!

Over 700 aviation supporters confirmed that the Montana Aviation Conference is a happening worth attending even when Mother Nature throws a "fit!" In spite of snow and cold, the tenth annual Conference held February 23 - 26 in Billings was a great success.

The kick-off luncheon on Thursday was attended by 200 people who heard Ed Stimpson, President, General Aviation Manufacturers Association (GAMA), discuss product liability legislation and other issues critical to general aviation. Representative Pat Williams was in attendance at the lunch to help kick-off and officially welcome participants to the 1994 Conference.

Fifty exhibitors from across the U.S. and Canada brought displays for the trade show and contributed thousands of dollars worth of door prizes. Concurrent session speakers shared a wide variety of expertise with participants.

Montana's loyal comrade, Dr. Jerry Cockrell entertained folks Thursday evening with his "southern" charm! As always, Dr. Cockrell's presentation was entertaining and carried a strong message.

Saturday's lunch featured Julie Clark who gave a spunky expo-

sition that included a video presentation of her aerobatic routine in her MOPAR T-34.

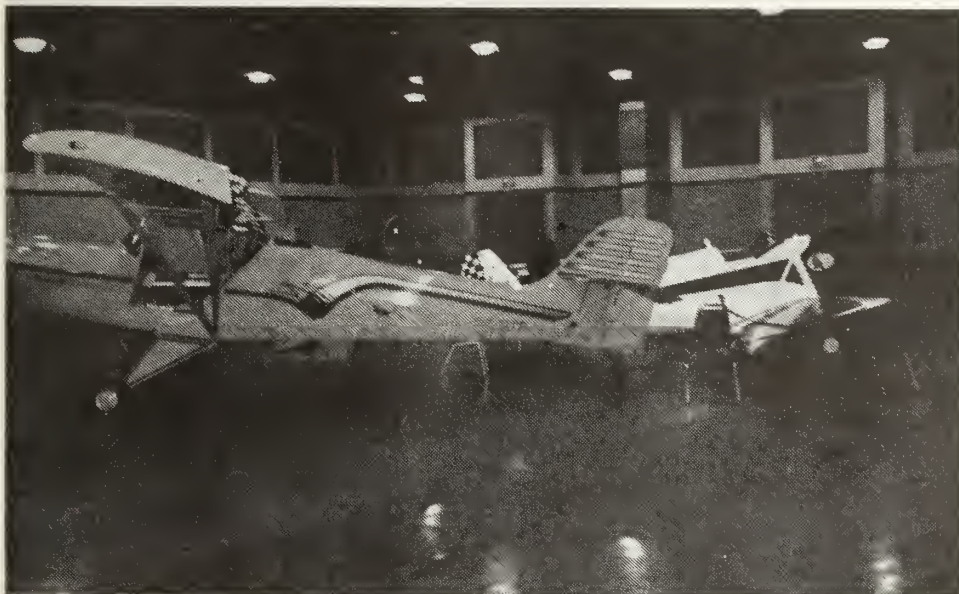
The final highlight of the three days was the admirable presentation by Paul Poberezny on the inception, growth and success of the Experimental Aircraft Association (EAA).

Special additions to Saturday's banquet were a fascinating presentation by the Disabled American Veterans, Chapter 10, depicting the history of the American flag and a message from Senator Conrad Burns.

The Calamity Jane Players wrapped up the evening with an entertaining, musical, floor show complete with unexpected audience participation!

Special congratulations are extended to the Billings Conference Committee for all their time, effort and hard work offered to ensure conference success. A special thanks also to the many exhibitors, sponsors, speakers and all who contribute in so many ways to the achievements of the aviation conference.

Plan on visiting Kalispell for the 1995 Montana Aviation Conference scheduled for March 1-4, 1995.



The Montana Coyote was one of the many aircraft featured at the live static display held in the Holiday Inn Trade Center. Experimental, ultralight and other aircraft were brought in by owners and manufacturers. The static display generated a great deal of interest among conference attendees, students and the general public.

Administrator's Column

Ray Skovgaard Fly's West: The Montana aviation community was saddened to learn that Ray Skovgaard lost a courageous battle with cancer and folded his wings January 2, 1994. Most of us knew Ray through his many years as Chief Pilot at Lynch Flying Service where he worked for 14 years. Ray and his family moved to Lewistown, MT in 1961 where he co-owned the Mooney dealership until 1964 when he moved to Billings and worked a short time for Combs-Pickens. Ray joined Lynch Flying Service in 1965 and in 1979 he took a corporate flying job with Fulton Production Co. of Shelby and retired in 1984. After retirement Ray still kept his "hand in" by flying part time for both Gillis Aviation as well as Lynch Flying Service. Ray had 22,800 flying hours and didn't even get the "flying bug" until he was 32 years old. I've known Ray since he first moved to Lewistown and besides being a true professional, he was always a gentleman and great guy to know. On behalf of the Montana Aeronautics Board and Division as well as the entire Montana aviation community, I wish to extend our sincere condolences to Ray's wife Theresa and their children Dennis, Byrl, Jeffrey, Sheri, Brenda, Rebecca and Melissa, as well as their families.



Product Liability Stalled: Even with over 270 House co-sponsors and over 47 Senate co-sponsors, House Judiciary Chairman Jack Brooks of Texas is holding up the General Aviation Revitalization Act (H.R. 3087) from a hearing. Representative Brooks had promised that he would schedule a hearing but it is feared that the strong lobby of the Trial Lawyers Association (ATLA) is being felt. ATLA has mounted a strong lobby effort by writing letters to members of Congress who have co-sponsored the House (H.R. 3087) and Senate (S. 1458) bills admonishing them for their actions and asking them to reconsider their support. There is a procedure by which a bill can be "blasted" out of committee which is called a "discharge petition" and this takes a minimum of 218 favorable votes out of a total of 435 House members. Both Representatives Glickman of Kansas and Hansen of Utah, sponsors of H.R. 3087 have threatened to introduce such action. With American general aviation manufacturers production dropping from 17,000 down to 1,535 aircraft in ten years and annual litigation awards jumping from an average of \$24 million to \$210 million in this same ten year period, it is time to put a time limit on the manufacturers liability and the 15 year statute of repose being proposed in H.R. 3087 and S. 1458 is certainly not unreasonable. The foreign aircraft manufacturers who are taking over the U.S. market certainly do not have to accept this kind of liability. Both Representative Pat Williams and Senator Conrad Burns have co-sponsored the respective bills, however, Senator Max Baucus has not committed himself in spite of strong urging by the Montana aviation community which included a petition signed by over 200 voters attending the Montana Aviation Conference February 24-26. We are all anxiously waiting to see what Senator Baucus decides to do.



FAA To Cut But to Hire More Inspectors: Federal Aviation Administration (FAA) Administrator David Hinson recently announced that the FAA will be cutting about 1,150 positions in fiscal year 1995. Although Hinson did not specify which areas would be targeted he did state that it would not be in the inspectors force, instead he plans to hire 300 additional inspectors. Hinson plans for a 6,000 reduction in force by the year 2,000. Other cuts cited will be in aviation education and the Essential Air Service (EAS) program. I have long been a strong advocate of the education programs which I feel should be expanded resulting in fewer inspectors, not more. With a strong emphasis on education, there simply would not be a need for such a gigantic enforcement agency. Of course "Rural America" will be hurt by cuts in the EAS program but then who cares about "Rural America", certainly not many in Washington D.C. who feel that it is much more important to subsidize

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Air Show Invite

The Namao International Air Show will be held May 21 - 22 at Canadian Forces Base, Edmonton. A biennial event, NIAS92 had an attendance of 268,000 in May 1992 and was considered to be the premier flying air show in Canada that year.

While some of this success is due to a historic good weather pattern for those dates, much is also due to its organization on the biggest military base near a large city in western Canada. This venue provides military aircraft participation by Canada, United States, Ukraine, United Kingdom and Germany.

While the "heavy weights" have center stage each afternoon, the Air Show Steering Committee has been emphasizing more civilian participation particularly through the promotion of morning "fly-bys" and extensive ground displays.

The Montana Pilots Association (MPA) is planning a state fly-out to this event. The MPA will provide maps and border documents and will host a Montana Tent at the airshow. For further information contact Cathy Hoyrup at 443-6464 or Ted Beck at 449-6465 (evenings), or sign up with your local hangar.

You can also contact Lt. Colonel Jim Kerr at (403) 973-4440. Make plans now to attend. This is the last Namao Airshow to be held due to closure of the military base.

International Young Eagles Day

Young people around the world will have an opportunity to "take to the air" on Saturday, June 11, as the EAA Aviation Foundation hosts *International Young Eagles Day*. The event is the most ambitious and first internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program."

The program was launched during the 1992 EAA Fly-in at Oshkosh, with the goal to provide one million young people with airplane rides by the year 2003. More than 6,000 EAA member/pilots have become "aviation mentors" and shared their knowledge and experience with a new generation of enthusiasts.

All EAA members are urged to participate in the program on June 11, by providing airplane rides to kids in their local area. Dozens of flight rallies will be held on as many as five continents.

Gen. Chuck Yeager, who was named Honorary Chairman of the Young Eagles Program on January 1, will participate in the International Young Eagles Day as one of his first official duties.

Calendar

March 26 — Eastern Montana Rendezvous, Fly-in Breakfast, Poplar

April 9 — Eastern Montana Rendezvous Work Session/Picnic, West Poplar Airstrip

April 22 — Montana Aeronautics Board Meeting, Helena

April 29 - 30 — General Aviation Fly-in, Laurel

May 21 - 22 — Namao International Airshow

May 27 - 30 — Benchmark Work Session

June 4 — Miles City Airport Appreciation Day

June 7 - 12 — MAAA Air Tour

July 6 - 10 — Northwest EAA Fly-in, Arlington, WA

July 8 - 10 — Family Fly-in and Safety Expo, Helena

July 15 - 16 — Anaconda Fly-in

July 15 - 17 — Schafer Meadows Work Session

July 23 - 24 — Big Sky International Airshow, Billings

August 4 - 7 — MAAA Fly-in, Three Forks

August 26 - 27 — Annual Barnstormers Fly-in, Columbus

A Quiz for Western Pilots

Match the airport with the city

Airport

1. Sky Harbor
2. Buchanan
3. Lindbergh
4. Snohomish County
5. Hill AFB
6. Centennial
7. Kirtland AFB
8. McNary Field
9. Moffet Field NAS
10. Fairgrounds Airport
11. Stapleton
12. Riddick

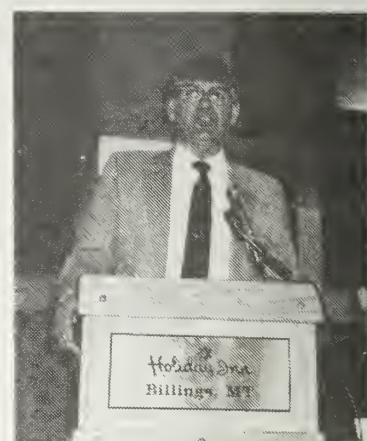
City

- A. Ogden
- B. Albuquerque
- C. Concord
- D. Denver
- E. Englewood
- F. Philipsburg
- G. San Diego
- H. Palo Alto
- I. Phoenix
- J. Salem
- K. Everett
- L. Hardin

Answers: 1-I, 2-C, 3-G, 4-K, 5-A, 6-E, 7-B, 8-J, 9-H, 10-L, 11-D, 12-F

Tenth Annual Montana Aviation Conference

(NOTE: Following issues of Montana and the Sky will feature more photos from the conference.)



Meals bring together our diverse aviation family and provide time to meet new and visit with old friends. The happy guy at left is Rick Jansma, Billings Conference Chairman, welcoming all to Billings and....allowing the fun to begin! Representing the State of Montana, at right, is Representative Bob Gilbert, Sidney.



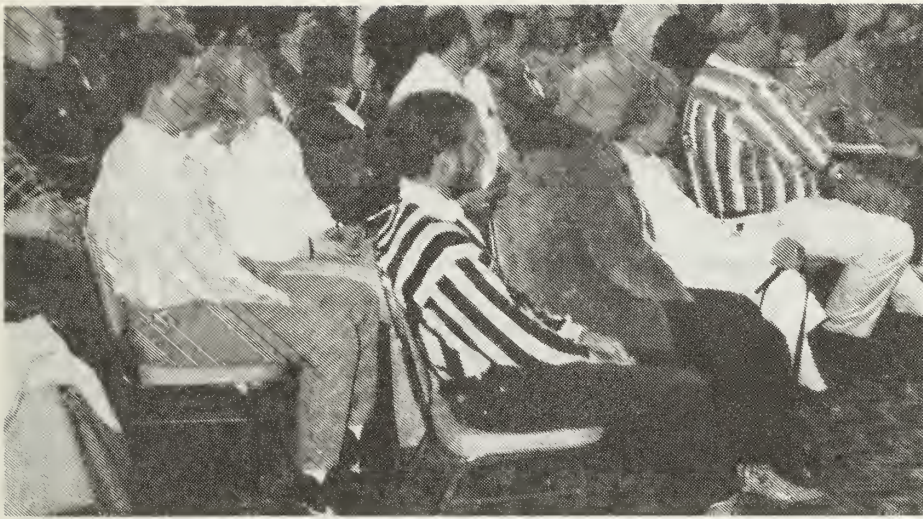
Larry Andriesen, Deputy Regional Administrator, FAA Northwest Mountain Region, surprises Dallas O'Connor, Poplar, and awards him for being a true aviation friend. Dallas provided valuable assistance to a troubled pilot travelling through Montana last year.



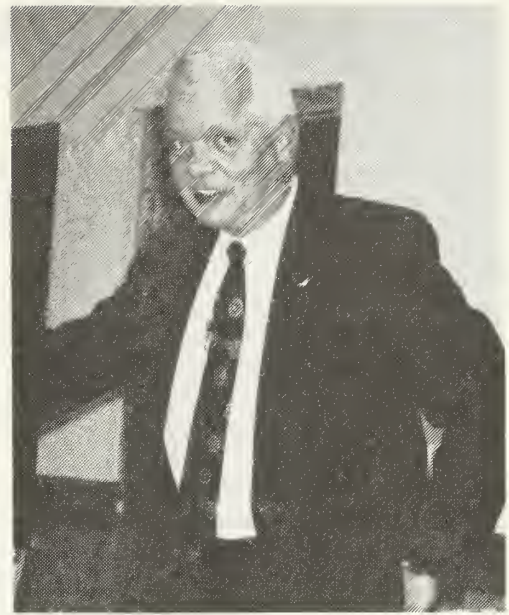
Rick Jansma thanks Ed Stimpson, President, GAMA, for joining the conference and presents him with a genuine Montana silversmith belt buckle.



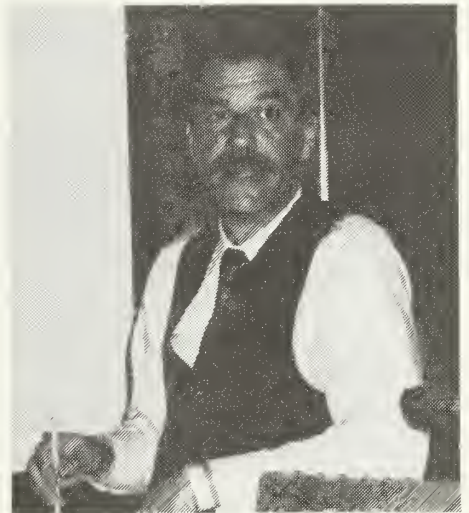
Local dignitaries and others gathered to help officially kick-off the 1994 Montana Aviation Conference. Pictured from left to right are: Pete Hill, Chairman, Idaho Aeronautics Board; Tom Binford, President, Montana Airport Managers Assn.; Jerry Mulder, Alberta Aviation Council; Norm Kolpin, Deputy Mayor, Billings; Rick Jansma, Conference Chairman; Ed Stimpson, President, General Aviation Manufacturers Assn. (GAMA); Ron Mercer, Chairman, Montana Aeronautics Board; Larry Andriesen, Deputy Administrator, FAA Northwest Mountain Region; Representative Bob Gilbert, Sidney; and Mike Kennedy, Chairman, Billings Airport Board.



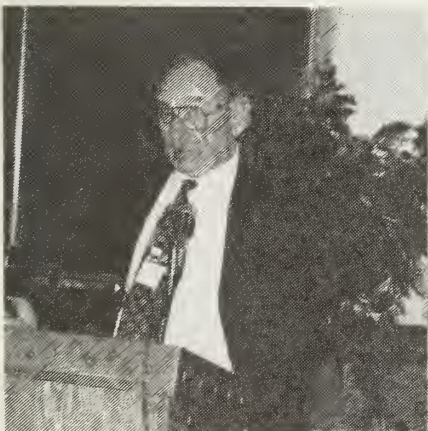
That look we all know and love! Folks gather to hear Dr. Jerry Cockrell illustrate stories ranging from sic sacks to body bags to aviation values, safety points....all with genuine morals.



Aircraft Mechanic Refresher Seminar



Lindy Lindemer and Dennis DeVivo listen attentively to a well-rounded slate of speakers participating in the Division's Aircraft Mechanic Refresher Seminar. Shown clockwise are: Frank Gurko, Champion Aviation Products; Dan Ankarlo, Tri-County Propellers; Othell Virgin, Teledyne Continental; and Karl Stuhmer, Beechcraft Customer Support



Calculating Density Altitude

By: John T. Lowry, PhD

For the past four years I've been trying to talk the FAA into broadcasting the actual density altitude figure — as "Density altitude is 7800' - instead of their bland and bureaucratic "Check density altitude."

No luck. Some of you may have seen my recent letters in various flying magazines offering free density altitude charts to those who ask. Here is one for you to consider. Don't be afraid to get on the Unicom next summer and tell your fellow pilots whenever the density altitude is 1000' or more greater than field elevation.

Some of you have asked about my rule that tells you when to take off up hill into a headwind and when down hill with a tailwind. (If you have a headwind down hill, use it.)

The rule requires you first calculate a "BreakEven" headwind component.

The "BreakEven" headwind component, in knots, is given by:

$$V_{hw}^{Break\ Even} = \frac{\theta^\circ d_{LO}(0,0)}{5V_{LOT}}$$

Here is the runway slope in degrees; is the POH distance to lift off, in feet, with no slope and no wind; and is the POH lift-off speed in KTAS. If the actual headwind component at the height of your wing is greater than the BreakEven wind, take off up hill; if less, take off down hill. Don't forget this rule *ignores* terrain clearance considerations!

Take for example a Cessna 172, gross weight 2400 lbs, at pressure altitude 5000 feet, OAT 10_C, trying to decide whether to take off up hill, on a runway with a 2_ slope, into a 12-knot headwind, or down hill with a 12-knot tailwind. The POH level no-wind distance to lift off is 1390 feet. The POH lift-off speed is 51 KIAS which, for these conditions, is 55 KTAS. (Your E6B will convert KCAS to KTAS.) The calculation of Equation (1) gives 10.1 knots for the breakeven headwind component, so an UPHILL take off is appropriate.

If you follow this rule you can be assured that your distance to lift-off will never be longer than it would be were the runway level and there were no wind. Referring to the example above, this means the distance to lift off in that (uphill) case will be less than 1390 feet. And, if the wind dropped to say six knots — in which case the pilot should take off down hill — again his distance to lift off will be less than 1390 feet.

ASOS in Montana

By: Robert Sims
National Weather Service

The first Automated Surface Observing System (ASOS) in Montana was commissioned by the National Weather Service at the Glacier Park International Airport near Kalispell on February 1.

The one that was scheduled to be commissioned at Helena has now been delayed indefinitely.

This new generation observing system does far more than anything else now in use. Here are some of the advances which have been built into the system:

It is designed to stand alone; that is, to provide nearly all the weather information which a pilot needs.

Three of these stand alone systems are now working in the West.

Sexton Summit in Oregon, Blue Canyon in California, and Stampede Pass in Washington. One is currently being tested in Mullan Pass on the Idaho-Montana Border.

ASOS's will have three methods of disseminating the data: telephone, radio, and through land lines into FAA and NWS communications systems.

Radio transmission is not yet available but will be beginning this summer. The telephone number at Kalispell is 756-8879.

Currently the system can report up to three layers of clouds, surface visibility, type of precipitation (except freezing rain), sea level pressure, temperature, dew point, wind, altimeter, plus numerous remarks such as high temperature, amount of precipitation, variable ceiling or visibility.

ASOS can transmit up to 11 observations per hour.

It's not perfect, so here's several things it won't do at this time:

It cannot report thunder, hail, freezing rain, tornado, volcanic ash, smoke, blowing snow, dust or sand. So, at airports with observers, the above elements will

be augmented into the system.

Here is now Kalispell will appear on a weather collective:

FCA = Kalispell Station Identifier
SA = Hourly Report
SP = Special
RS = Record Special
1756 = UTC Time Using 24 Hour Clock
A02= Stand Alone ASOS
A02S = Augmented ASOS

The remaining elements are the same as in a regular observation.

The National Weather Service is planning on commissioning Havre around April 1 and Glasgow either May 1 or June 1 IF everything goes well. A total of 15 ASOS's are now in place.

NOTE: The Helena National Weather Service Office will continue to provide manual weather observations. Contact Tim Ross at Helena with any questions.

AMAA Holds Conference

The Association of Montana Aerial Applicators (AMAA) Conference was held January 25-26 in Great Falls at the Heritage Inn.

The AMAA Conference is held in conjunction with the Montana Agricultural Business Association's Convention, however, AMAA conducts its own separate business meetings as well as an awards banquet. New officers elected were Mike Biggerstaff, President; Jim Heppner, Vice-President; Russell Pederson, Secretary-Treasurer; and Darrold Hutchinson, Buck Buchanan, Boyd Morgan, Glen Carlson, Jack Vallance and Andy Taylor as Board of Directors.

The banquet speaker was Loren Smith who gave a most interesting slide presentation on his two flights (in his C-310) into the USSR.

Outgoing and founding President Bill Sheets announced his retirement from the aerial application business which has been good to him and he so dearly loved. Bill plans to stay involved in aviation, but now for fun. He is currently building an RV6 and plans to participate in future fly-ins. I'd like to congratulate Bill and the outgoing officers for a job well done and wish President Mike Biggerstaff and the new officers the very best.



Banquet speaker Loren Smith of Great Falls.



Ron Rowland, Mike Biggerstaff, Boyd Morgan and Buster Ness receive updates and discuss issues of concern during the AMAA annual business meeting.



In recognition of his dedication and service to the Association of Montana Aerial Applicators, Past-President Bill Sheets is presented with a photograph of himself in front of his Air Tractor.

FAA Supersedes Local Law

Local communities may not make rules for seaplanes that supersede FAA regulations, a United States District Court in Michigan has ruled.

In *Gustafson v. City of Lake Angelus*, Judge Paul V. Gadola struck down the city's ordinance prohibiting seaplanes on Lake Angelus, a 1-mile long lake in southeastern Michigan.

"The public interest will be served (by)...a uniform set of regulations governing aircraft operations," wrote Judge Gadola, in deciding the suit. He noted that federal law preempts local ordinances in matters concerning aircraft operations.

Seaplanes were not the only aircraft affected by the Lake Angelus ordinances. Citing "noise, danger, pollution, contamina-

tion, infestation" and other dangers, the ordinances also prohibited operation by any aircraft below 500 feet over the lake.

According to aviation attorney and SPA member Steven M. Chait, a Lake Angelus city police officer warned waterfront homeowner Robert Gustafson he was in violation of city ordinances after he landed a J-3 Cub on the lake on August 9, 1991. Gustafson was threatened with arrest for another landing. "This is a decision which may well have national significance to the general aviation community," observed Chait, attorney for Gustafson. "It constitutes persuasive although not binding authority for other courts."

An appeal to the U.S. Sixth Circuit Court of Appeals has been filed by the city.

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the New York Penn Station to the tune of \$90 million or \$200 million for the Washington D.C. subway or \$625 million for large city transit programs. The total subsidy for nationwide EAS was \$33.4 million and now they want to cut it down to \$25.6 million, a savings of only \$7.8 million. If this happens scheduled air service to Lewistown, Havre, Glendive and Miles City will be lost. I think there is something wrong with the DOT/FAA priorities, if Administrator Hinson would just hire one half of the 300 inspectors he intends to hire he would save enough money to fund the entire United States EAS program and still have about \$2 million left over and he'd still be overstaffed with inspectors.

FAA Issues Certificates

Private

Daniel Burdick	Helena
Rebecca Roth	Missoula

Commercial

Douglas Powell	Helena
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Instrument

Konrad Akland	Missoula
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CFI

Jeffrey Breazeal	Bozeman
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CFI Renew

Michael Biggerstaff	Stanford
Philip Brod	Great Falls
Bill Brosz	Great Falls
Rose Ruschbom	Livingston
Bill Chapman	Gardiner
Jeffrey Conners	Great Falls
John Conover	Bozeman
Carson Coryell	Forsyth

Armande Demontigny
Dennis DeVivo
Patrick Doyle
John Eliel
William Fairhurst
Michael Fielder
David Flamand
Dennis Giulio
Harold Halliburton
Carl Hartwig
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Donald Hungerford
Ray Judd
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James Ohara
Gary Palm
Glenn Parmeter
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Michael Schwartz
Robert Shiley
Robert Smith
Malcolm Soare
Roy Speeg
Trent Thompson
Nancy Trudell
Wayne Turner

Helena
Dillon
Turner
Wisdom
Three Forks
Frenchtown
Butte
Boulder
Kalispell
Butte
Missoula
Livingston
Great Falls
Red Lodge
Helena
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Missoula
Missoula
Bozeman
Missoula
Bozeman
Ulm
Billings
Helena
Forsyth
Helena
Big Sandy

Notice:

The three letter identifier for the Choteau NDB has been changed from CHX to CII. The frequency 269 KHz remains the same.

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